

Chronology of Defect (too many characters for the recall portal comment box)

Chronology:

In March 2019, a production plant in Germany identified that the front seat wiring harness on an individual vehicle was not secured in place as expected.

A first technical evaluation in March 2019 did not identify the risk of pinching damage to the wiring harness and, therefore, impact to the SRS system was not identified at that time.

After investigation, additional clips and route guiding were introduced into the production plants in June/July, 2019.

An additional improvement was made in October 2019, to introduce an extended wiring harness that could provide additional flexibility in the cable to move along with the seat. Moreover, additional instructions for the correct mounting of the wiring harness were provided for production.

Further investigation revealed that Mercedes-Benz had received about 33 field inputs with regard to the front seats and/or the electrical system, including some from the United States market. Field reports were received starting in the second half of 2019 and were generally received early in the life of the vehicles (3-6 months).

Mercedes-Benz continued to investigate under what circumstances the SRS indicator lamps could illuminate and the potential consequences for vehicles equipped with front swivel seats. This included consideration of the potential impact on multiple functions, including impact on driver assistance systems, occupant sensing systems, seat belt reminders, side airbags and electrical seat adjustment or heating. The cable routing system requires a complex balance of ensuring flexibility to allow seat movement and effecting the security of the wire harness system itself.

Investigations were also focusing on potential consequences from certain lines of the complex wiring harness becoming pinched individually or in combination at the same time.

MBAG's investigation continued into 2020. Due to the COVID-19 pandemic, plants were shut down and many employees were furloughed during the spring of 2020. Nonetheless, MBAG was able to isolate the cause of the electric failures in the field. This included the cases where illumination of the SRS indicator lamp occurred due to a disruption in the signals to the side airbag, which could lead to the side airbag either deploying inadvertently or not deploying as required. MBAG is unaware of any such incidents having occurred either in the US or elsewhere.

On May 27, 2020, MBAG determined that a safety risk could not be ruled out and decided to initiate a recall campaign.